





# Appendices

A. Planning and  
Urban Design

B. Transportation

C. Servicing







# Appendix A





## A.1 Vision, Goals and Recommendations

### VISION STATEMENT

The Laird in Focus Study Area will integrate with Leaside. New forms of development will respect the character of the residential and business community, while evolving to meet the needs of future residents. The Study Area will be accessible to people of all ages, in all modes of travel. It will provide a diversity of uses and businesses set in a high quality public realm. Laird Drive will be a vibrant main street and pedestrian promenade. Development along Eglinton Avenue will have a connected public realm of streets, blocks, parks, and community amenities, and create a walkable, landscaped neighbourhood.

### GOALS



- 1. Create a vibrant and unifying main street** that integrates with the broader Leaside community and **is accessible to all people in all modes of travel.** This Plan shall ensure that new forms of compatible development will:

- Accommodate a mix of uses, densities, and building heights to create a liveable, dynamic community; and,
- Include animated street frontages in a mixed-use built form.



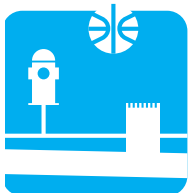
- 2. Respect the historic character of Leaside,** while evolving to meet the needs of future residents and businesses. This plan shall ensure that new forms of compatible development will:

- Transition appropriately to adjacent residential neighbourhoods; and,
- Incorporate excellence in architecture and urban design.



- 3. Establish a high quality and well-connected public realm,** contributing to a walkable, cycle-able, and beautifully landscaped neighbourhood. This Plan will ensure that the public realm will:

- Be accessible to people of all ages and abilities;
- Connect to adjacent ravines, parks, and open spaces; and,
- Leverage under-used space and introduce new public spaces that can welcome and accommodate residents, workers, and visitors.



- 4. Ensure there is an appropriate link between the consideration of development proposals and the required investments in service infrastructure and community facilities.** This Plan shall ensure that new forms of compatible development and investments in service infrastructure and community facilities will:

- Optimize the use of existing infrastructure and facilities;
- Provide new infrastructure and facilities that promote innovation and sustainability in a fiscally responsible manner; and,
- Ensure that new infrastructure and facilities are planned to allow flexibility for the accommodation of future development potential.



- 5. Support the investment in transit and ensure that the consideration of development proposals is linked to the ability of the transportation network to accommodate growth.** This Plan will ensure that the public realm and new and innovative transportation network investments will:

- Seamlessly connect to, and integrate with, the Eglinton Crosstown LRT;
- Implement the important elements of “complete streets”;
- Promote a safe and accessible active transportation system; and,
- Integrate new mobility strategies with the existing transportation network.



## RELATED GOAL

## RECOMMENDATIONS

### STUDY AREA A Streets and Blocks

R1: All streets are to be designed as "Complete Streets" 1. Pedestrian connections, either separate or part of larger open spaces, are to connect key destinations within the new community.

#### Parks and Open Spaces:

R2: Provide a range of parks and open spaces that provides variety of functions and character through form, surface treatment, and programming while accommodating a range of uses and users.

R3: Establish a common palette of materials, elements, and functions to be used throughout to integrate new parks and open spaces into Leaside and promote identity through lighting, seating, waste and recycling receptacles, bicycle facilities, paving materials, and wayfinding.

R4: Provide public art within public parks and open spaces promoting a sense of place and identity while relating to the history of Leaside and commemorating its industrial legacy.

#### Building Setbacks:

R5: All buildings, including the first level of below-grade parking, will be set back from the property line: buildings along Eglinton Avenue E., Laird Drive, and Vanderhoof Avenue are to be set back 6 metres; along local streets, the setback of buildings is to be 3 metres.

R6: The ensuing space between building face and property line will be designed as an enhanced extension of the streetscape.

R7: Accommodating spillover activity from ground-related retail/commercial uses, or serve as a landscape transitional buffer between public sidewalks and private residential uses.

#### Ground-related Uses:

R8: Ground-related uses should provide clear glazing and entrances to promote spill-over from building interiors and interact with adjacent public spaces.

R9: Ground-related family units should be located adjacent to park space or green courtyards and other open spaces.

R10: The design of a new community facility should be visually iconic relating to both the square and the public park on either side visible from Laird Drive, Eglinton Avenue East, and the LRT station entrance.

#### Transition in Height:

R11: Tall buildings within the interior of large blocks will fit under the street proportion and guidelines for Laird Drive and Eglinton Avenue E.

#### Step-backs and Heights:

R12: Maximum building heights will be established based on their proximity to LRT station with no height exceeding 32 storeys, while also not exceeding a 45-degree angular plane ceiling taken from 80% of the street right-of-way as established from Eglinton Avenue E., Laird Drive, and Aerodrome Crescent.

R13: All development will provide a primary façade of 6 storeys along Eglinton Avenue E. with additional floors stepped back within a 45-degree angular plane.

R14: Minimum height for buildings along Laird Drive within the employment area will be 4 commercial storeys.

#### Building Types:

R15: All buildings will conform with the design guidelines and performance standards, with local modifications, as recommended in this study; Maximum height shall be determined according to a 45-degree angular plane taken from 80% of the street right-of-way to a maximum of 32 storeys.

R16: Tall buildings whose presence will be seen from afar or form the terminus for a street view will be visually iconic and will contribute singularly and together to the skyline.

R17: Building materials should be predominantly masonry and relate in quality and colour to employment and nearby residential brick buildings.

#### Employment Lands:

R18: Employment buildings will provide transition between the mixed-use community to the north and the employment lands to the south.

R19: Parking to be provided below-grade.

R20: Separation distance between employment and mixed-use buildings to be provided through a combination of shared service/access laneways.



## RELATED GOAL



## RECOMMENDATIONS

### STUDY AREA B

#### Setbacks:

- R21: Set back all new development along Laird Drive from the front property line by 3 metres (including the first level of below-grade parking).
- R22: Parking for commercial/retail uses is to be located to the rear of the building with appropriate side yard pedestrian connection provided.
- R23: All primary entrances into the building are to be located directly accessible from Laird Drive.
- R24: Activate ground-related uses with enhanced streetscaping, provision of bicycle posts, and strategically located street furniture that creates an inviting public realm and convenient access to commercial/retail businesses.

#### Transition in Scale and Setbacks:

- R25: All new developments are to be set back from the rear property line by 9 metres.
- R26: A 3-metre landscaped buffer and screening fence are to be provided along the shared property line in order to accommodate high branching trees through improved soil volumes and avoidance of compaction.
- R27: All developments taller than 4 residential storeys are to conform with the City's Mid-rise Building Performance Standards concerning rear yard angular plane and associated step-backs for shallow lots.
- R28: Along the Laird Drive frontage, provide a consistent façade height of 4 storeys with a stepback of 1.5 metres.

#### Building Types: Low-rise & Mid-rise:

- R29: Mitigate against multiple driveway entrances off of Laird that impede pedestrian and cycling movements by providing rear lane access.

#### Heritage:

- R30: The identified potential heritage properties located at 66, 68, 70, 72, 96 and 180 Laird Drive should be included on the City of Toronto's Heritage Register.
- R31: Any proposed alterations and/or development on potential heritage properties should meet the intent of the City of Toronto's Official Plan heritage policies and should conserve the cultural heritage values and attributes of these properties.
- R32: Any proposed alterations and/or development on sites adjacent to potential heritage properties should meet the intent of the City of Toronto's Official Plan heritage policies and complement adjacent heritage properties through compatible built form.
- R33: The City should require a Heritage Impact Assessment to describe and assess the impacts of proposed alterations and development on, or adjacent to potential heritage properties identified in the Laird in Focus Cultural Heritage Resource Assessment.
- R34: The City should explore opportunities to interpret and commemorate the history of Leaside, including the area's role as a rail and manufacturing hub, and the historic function of Laird Drive as the main connector and transition between the original eastern industrial and western residential portions of the neighbourhood. Such an interpretation strategy could be implemented through the proposed public realm and streetscape improvements contained in this study.

#### Heritage Properties: General

- R35: Ensure high quality architecture in the design of alterations and/or new development on, or adjacent to heritage properties that is complementary to the identified heritage resource and in accordance with City of Toronto Official Plan heritage policies.
- R36: Recommend that any required accessibility upgrades to heritage buildings carefully consider, and have minimal impact on, the heritage property's cultural heritage values and attributes.
- R37: Require that any new development explore opportunities to interpret and commemorate the history of Leaside.

### STREETSCAPES AND GATEWAYS

#### Gateways:

- R38: Primary gateways will signify arrival and departure for all modes of movement.
- R39: Commemoration of Leaside's history will form part of the gateway design.
- R40: Public art will be considered as part of the gateway design.
- R41: High quality landscape materials will be utilized with the objective of encouraging sitting and lingering.
- R42: Design considerations should include 4-season use.
- R43: Where appropriate, relate and extend the gateway treatment through open spaces and increased scale of area for landscaping and pedestrians.

#### Streetscapes:

- R44: The emerging street network will provide a safe and attractive environment for all ages and mobility users.
- R45: Utilities are to be relocated below-grade as part of the public realm improvements.
- R46: Street trees with appropriate soil volume and additional greening are to contribute to the enhancement of the boulevard.



## RELATED GOAL

## RECOMMENDATIONS

### TRANSPORTATION

#### Pedestrian Network:

R47: Implement recommendations along Eglinton Avenue as per EGLINTONconnects.

R48: Implement a finer grain street network that includes generous sidewalks on both sides of new and existing streets.

R49: Establish a new east-west mid-block green street that will act as a connector from residential areas to destinations.

R50: Transform Vanderhoof Avenue into a greenway spine.

R51: Incrementally enhance the pedestrian environment and safely connect to the enhanced pedestrian network within the employment lands as redevelopment occurs with the provision of sidewalks on both sides.

R52: Implement the City of Toronto's Vision Zero road safety plan to improve safety for pedestrians.

#### Cycling Network:

R53: Implement grade-separated cycle track recommendations along Eglinton Avenue as per EGLINTONconnects.

R54: Undertake a refinement to the City's 10-Year Cycling Network Plan, to include continuous, grade-separated cycling facilities along Laird Drive between Eglinton Avenue, Millwood Road, and Vanderhoof Avenue.

R55: Provide public bicycle parking spaces along the key cycling routes and at key destinations.

R56: Coordinate with the Toronto Parking Authority, developers and landowners to create a bike share system within the Study Area.

R57: Encourage cycling usage through the development process by: a) securing above-minimum, long-term, on-site bike parking; b) providing development-related cycling benefits; c) promoting the implementation of cycling repair stations in the area; d) including educational training programs for all users and ages.

R58: Implement the City of Toronto's Vision Zero road safety plan to improve safety for cyclists.

#### Transit Infrastructure:

R59: Co-ordinate with the Toronto Transit Commission regarding bus stop locations and associated design requirements.

R60: Adopt consistent integrated bus stop treatments with planned cycle tracks.

R61: Provide shelters at all bus stop locations, in addition to other amenities to improve passenger comfort.

R62: Explore the introduction of transit priority measures for the local feeder bus network, particularly near the transit station or congested intersection, to provide a more reliable choice for transit users.

R63: Improve active transportation connections to and from transit stations / stops, including wider crosswalks and cycling facilities at anticipated high passenger volume locations.

R64: Encourage transit usage through the development process by providing development-related transit benefits such as transit passes, real-time arrival display boards, and direct connection to the station.

R65: Provide proper integration of transit facilities with development where appropriate.

#### TDM and Innovative Mobility Strategies:

R66: Co-ordinate with the Metrolinx Smart Commute program, developers, businesses and related associations to incorporate a TDM plan to increase convenience and usage. Developers will be required to submit a comprehensive TDM plan and contribute to a TDM monitoring program.

R67: Co-ordinate with local school boards and school trip planning programs to incorporate new development requirements.

R68: Integrate publicly accessible parking infrastructure (i.e. the Toronto Parking Authority) near the transit station and the proposed community facility, control parking supply, and implement other innovative mobility plan elements, such as car-share and shared-bike facilities.

R69: Secure TDM measures, electric vehicle charging infrastructure, and other Toronto Green Standard requirements in new developments through the development review process in order to reduce the number of trips by 5% or greater.

#### Parking Strategies:

R70: On-street parking along Laird Drive will not be permitted.

R71: Parking for development along Laird Drive will be underground or rear of property that will be accessed from the local streets, not from Laird Drive.

R72: On-street short-term parking will be provided along the new east-west mid-block street, and drop-off / pick-off locations will be provided near the transit station entrance and the proposed community facility.

R73: Consideration for lower parking rates for new development in concert with TDM strategies.

R74: Consideration for publicly accessible paid parking spaces for all new development on Laird Drive.

## RELATED GOAL

## RECOMMENDATIONS

### Goods Movement:

			R75: Support key truck / goods movement routes, consisting of arterial roadways to the Leaside Business Park (Eglinton Avenue, Laird Drive, Brentcliffe Road and Millwood Road), and internal roadway access via Commercial Road and Wicksteed Avenue, including the provision of truck turning radii and lanes where appropriate.
			R76: Goods servicing for the emerging new development along Eglinton Avenue will be accessed from the internal local roadways.
			R77: Goods servicing for development along Laird Drive will be in the rear of the property, accessed from the local streets.
			R78: Implement a left turn lane southbound along Laird Drive approaching Commercial Road to separate the primary truck entrance into the employment lands.
			R79: Minimize potential conflicts with pedestrians and cyclists through roadway / streetscape design and placement of utilities.
			R80: Incrementally enhance the pedestrian and cycling environment, and safely connecting to the enhanced transit and active transportation network within the employment lands as redevelopment occurs, to provide increased travel choice for employees and patrons.
			R81: Future consideration for Wicksteed Avenue improvements, to provide additional roadway capacity and to facilitate goods movement.

### Vehicular Network:

			R82: Development proponents must demonstrate to the City's satisfaction that the street network will function appropriately, and ensure capacity and access is available at time proposed development.
			R83: Laird Drive will be reconfigured between Eglinton Avenue and Millwood Road as a "Complete Street".
			R84: Vanderhoof Avenue roadway will introduce narrowed lanes and include a continuous left turn lane.
			R85: Improvements to Wicksteed Avenue at the railway crossing should be considered, subject to TDM effectiveness.

### SERVICING RECOMMENDATIONS

#### Sanitary Sewers:

		R86: New development shall demonstrate that sufficient capacity is available to service future intensification. Where new/upgraded infrastructure has been identified as per Table 6 of this report, development proponents will be required to make satisfactory arrangements with the City of Toronto to design/construct/fund the identified upgrades in order to attain a level of service acceptable to the City of Toronto.
		R87: An inflow/infiltration study for infrastructure within Study Area A should be conducted to identify the source of the unusually high inflow identified in the model. Removing the source of inflow/infiltration would further improve sewer capacity.

#### Storm Sewers:

		R88: New developments shall comply with the TWWMF and must achieve a minimum peak flow reduction of 50% or greater.
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#### Combined Sewers:

		R89: New developments shall comply with the TWWMF and must achieve a minimum net combined (storm plus sanitary) peak flow reduction of 50%.
		R90: As future development along Laird Drive is serviced by combined sewers, a 'net reduction' in combined flows (sanitary effluent + storm run-off) is expected due to reductions in storm runoff from implemented lot-level controls. Since a net reduction is expected, no improvements to the combined sewers are recommended.
		R91: The City of Toronto should undertake a feasibility study for providing separated storm and sanitary sewers along Laird Drive. This should be coordinated with the recommended streetscape improvements of this plan.

#### Water:

		R92: Development within the Study Area will trigger watermain upgrades, as identified in this section, to ensure an adequate water supply for long term growth in the area.
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## A.2 Evaluation Matrix

PRINCIPLE	CRITERION
<b>1</b> Create a vibrant and accessible streets and pedestrian realm	A. Does the option provide for a mix of uses?
	B. Is there a mix of site-specific densities/building heights?
	C. Is there a variation of building types?
	D. Does the option accommodate commercial or residential activity that supports streets?
	D. Does the option accommodate commercial or residential activity that supports open spaces?
	E. Does the option define and support Eglinton Ave. E., Laird Dr., and Vanderhoof Avenue?
PRINCIPLE 1: SUMMARY EVALUATION	
<b>2</b> Respect the historic character of Leaside while permitting its evolution	A. Does the option provide built form transition to adjacent neighbourhood to the North? to the East? to the West?
	Criterion 2A: Summary Evaluation
	B. Does the option demonstrate urban design excellence as determined by: Site Porosity?
	Built Form relationship to the public realm?
	Building Stepbacks?
	Scale of Building (i.e. height)?
	Scale of Building (i.e. coverage)?
	Criterion 2B: Summary Evaluation
	C. Does the option acknowledge the character of the community?
	D. Does the option promote a spacious landscape character that integrates with Leaside?
<b>3</b> Establish a high quality, well-connected, safe and comfortable public realm	E. Does the option promote new employment within lands designated for employment uses?
	F. Does the option's shadows impact adversely on adjacent neighbourhoods, parks, and open spaces?
	PRINCIPLE 2: SUMMARY EVALUATION
	A. Is the option accessible to people of all ages and abilities?
	B. Does the option facilitate pedestrian and cycling movement within?
	C. Does the option facilitate pedestrian and cycling movement to adjacent destinations?
	D. Does the option provide for street trees and landscaped setbacks?
	E. Does the option provide/strengthen connectivity to adjacent ravines, parks, & open spaces?
	F. Does the option provide a variety of new parks and open spaces?
	Does the option meet the mid-rise and tall building guidelines in reducing shadow impact, allowing skyviews, and promoting pedestrian comfort in terms of scale and wind impact on city streets and open spaces?
<b>4</b> Ensure growth is co-ordinated with investments in infrastructure and community facilities	PRINCIPLE 3: SUMMARY EVALUATION
	A. Does the option require new or significant improvements to existing capital infrastructure?
	B. Does the option provide necessary new infrastructure & facilities (as identified through Eglinton Connects)?
	C. Is new infrastructure provided in an innovative, sustainable, & resilient manner as measured by efficient use of space, required capital investment, storm water management potential, etc.?
	D. Does the option accommodate for future population and job growth?
<b>5</b> Support recent and continued investment in rapid transit	PRINCIPLE 4: SUMMARY EVALUATION
	A. Does the option seamlessly connect to/integrate with the Eglinton Crosstown LRT?
	B. Does the option maximize the percentage of residents and employees with acceptable walking distance of rapid transit?
	C. Does the option demonstrate a "Complete Streets" approach?
	D. Does the option promote a multi-modal, innovative, safe, & accessible active transportation network?
	E. Does the option improve transportation network connectivity?
	F. Does the option reduce traffic pressure at Laird and McRae, and at Eglinton and Brentcliffe?
	G. Does the option minimize the share of single vehicular uses?
	H. Is the option supportive of/complementary to employment area uses?
PRINCIPLE 5: SUMMARY EVALUATION	



STUDY AREA A			COMMENTS
Option 1	Option 2	Option 3	
●	●	○	Option 2 provides greatest mix with employment & mixed use
●	○	●	Option 1 provides greatest range of heights; all 3 have similar densities
●	●	○	Option 2 mix of building typologies distributed throughout
●	●	○	Option 2 has active grade-related uses on along all major streets
●	●	○	Active uses frame open space in Option 2
●	●	●	All 3 options similar
●	●	○	<b>Option 2 will best create vibrant and accessible streets &amp; public realm</b>
●	○	●	Option 3 provides consistent mid-rise buildings; Options 1 and 2 have taller buildings closer to Eglinton
●	●	●	Option 3 provides parkland that serves to transition from existing townhouses to development to the west
●	○	●	Option 1 provides least abrupt transition in heights adjacent to Laird Drive
●	○	●	<b>Option 3 provides best built form transition to surrounding neighbourhoods</b>
○	●	●	Option 3 provides greatest porosity with streets and pedestrian linkages (including park pathways); Option 1's larger building footprint impedes pedestrian movement between destinations as does Option 2's surface parking
●	●	○	Option 2 frames open space with buildings on both sides
●	○	●	Option 3 locates buildings and heights based on 45-degree angular plane from Eglinton Ave. & Laird Dr.
●	○	●	Option 3 provides most consistent podium base and hence, consistent ground relationship
○	●	●	Option 1 provides greatest ground floor coverage
○	●	●	<b>Options 2 and 3 demonstrate similar equivalents of urban design excellence</b>
○	○	●	Options 1, 2 & 3 extend Don Avon Dr. southward; Option 3 extends Parklea Dr. to Aerodrome Cres.; none of the options have a built form and massing that is characteristic of the adjacent community
○	●	●	Option 3 provides greatest potential for spacious landscape both in parkland and public streets
●	●	○	Option 2 provides greatest quantum of employment uses
●	○	●	Due to tall building proximity to Eglinton Avenue, Option 2 will have greatest shadow impacts to the north
○	●	●	<b>Option 3 will best respect the historic character of Leaside while permitting its evolution</b>
●	●	●	All 3 options possess the potential for accessibility
○	●	●	Option 3 possesses the greatest potential to facilitate pedestrians and cyclists within through streets & park paths
●	●	●	Options 2 & 3, through combined public street and park network, provide better links to adjacent destinations
●	●	●	Options 2 & 3 have greater, consistent setbacks along Eglinton Avenue E. and north/south streets; Option 3 will have greater and consistent setbacks along Vanderhoof Ave. followed by Option 1
●	●	●	All 3 options provide potential to link to adjacent and nearby open spaces
○	●	●	Option 3, through the scale and continuity of its open spaces, provides the greatest potential for variety
●	○	●	Option 3, with a majority of its open space situated south of proposed taller buildings, will be least impacted by shadows and wind
○	●	●	<b>Option 3 best provides a high quality, well-connected, safe &amp; comfortable public realm</b>
○	○	○	All 3 options yield similar populations; hence all 3 will require similar infrastructure upgrades
●	○	●	Option 1 provides a moderately sized community facility; Option 3 provides a stand-alone facility
●	○	●	Options 1 & 2 provide similar scaled open spaces and hence opportunities for passive storm water storage; however, Option 2 has larger surface run-off due to at-grade parking; Option 3 provides largest green areas to accommodate stormwater storage
●	●	○	Option 2 provides opportunity for employment growth via re-use of surface parking areas
●	○	●	<b>Option 3 best provides investment in infrastructure and community facilities</b>
○	●	●	Option 1 will require entry from south through private building
●	●	○	All 3 options provide similar population yields; however, Option 2 provides a larger percentage of employment uses followed by Option 1
○	●	●	Option 1 reliant on private east-west streets for 815-845 and 939 Eglinton Avenue E.
●	●	●	Option 3 provides a cycle track along Vanderhoof Ave.
●	●	○	Option 2 provides greatest porosity with maximum number of public streets
●	●	○	Based on porosity Option 2 will dissipate traffic the most
●	●	○	Option 2 provides best balance between uses: hence best live/work/shop opportunity
●	●	○	Option 2 provides greatest quantum of employment uses
●	●	○	<b>Option 2 best provides support for recent and continued rapid transit investment</b>

## Key

- ● Good
- ○ Moderate
- ○ Poor